

## RETAILER IN FOOD PROFITS BY STORM

Boosts Prices Along Line on Excuse of Tieup in Receipts.

WHOLESALESALE ARE FIRM Their Quotations Indicate Householder Is Paying Profiteer Prices.

The sudden burst of winter that afflicted New York for more than twenty-four hours was reflected in the receipts of food and of coal and especially in the handling of these supplies within the city, but on the whole the results of the storm were less disagreeable than might have been anticipated from so much snowfall. However, retailers in food supplies of all kinds took advantage of the storm to boost prices, a move that wholesalers and others acquainted with market conditions denounced as unwarranted.

Burns Bros., speaking for the coal trade, said the price of fuel had not been affected and that stove coal continued to sell at \$14.75 a ton. Dealers, he said, had laid in large supplies, anticipating that sooner or later winter would strike a real blow. Consequently the trade was well prepared to meet the situation. None of the dealers fears a coal famine even should there be a long spell of severe weather and crippling transportation conditions.

Although Maine potatoes were selling wholesale at \$2.50 to \$2.75 a bag of 150 pounds, retail stores were charging 5 cents a pound. Florida beans could be had in the wholesale market for \$3 to \$7 a large basket, but at the rate the retailers were selling the wholesale cost should have been about \$15 to \$20 a basket. Other wholesale prices were: Carrots, \$1.50 to \$2.50 a barrel; cabbages, \$2 to \$2.25 a crate; celery, \$3 to \$3.25 a crate; lima beans, \$4 to \$8 a basket; onions, 75 cents to \$1.25 100 pound bag; peas, \$2.50 to \$3.50 a basket; turnips, \$2 to \$3 a barrel; tomatoes, \$3 to \$6 a barrel.

Meat prices showed about the same situation, a tendency to low levels in the wholesale market and a disposition to keep prices high in the retail market. This fact was noted by the dealers yesterday by Mrs. Louis R. Wolzinger, Deputy Commissioner of Markets.

"Lamb went down one time last week to the lowest price since 1912," she said. "and both lamb and mutton were so low that quantities that had been shipped here from New Zealand were reshipped to England. Live beef was at 14 cents a pound last week, going up on Saturday to 16 cents. Some of the chain stores were selling good porterhouse steak at 32 cents a pound, but in the neighborhood stores people were paying 50 and 60 cents a pound. Pork chops sold generally for about 40 cents a pound. Lamb chops cost as much as 60 cents in some parts of the city. There has not been the proper reflection in retail prices of the low levels of the wholesale market. Wholesalers generally were inclined to predict yesterday that the retail market must be affected soon by the very obvious fall of prices in the wholesale list. The most notable fall in prices of staple foods had taken place in the case of potatoes that have dropped from war prices of \$10 a barrel to \$2 a barrel. Out in Wisconsin the grovers have an immense crop on hand, estimated at 17,000 carloads, and these potatoes must be sold for what they will bring or be allowed to rot. Maine growers are carrying over heavy supplies from 1920 that must be disposed of before spring. Cabbages are down from a level of \$100 a ton to \$10, and are actually cheaper now than they were before the war. The butter market has been cut heavily, and the prediction in the wholesale market is that it soon will be selling at 35 to 40 cents. Eggs, dealers say, are sure to drop materially within a few weeks. Onions are cheap in the wholesale market, having fallen from \$5 and \$6 to \$1.50 a bag. Cheese has dropped relatively little, from 37 cents to 27 cents a pound. Poultry is cheaper.

## CITY TROLLEY LINES CRIPPLED BY STORM

Snow and Wind Play Havoc in Staten Island.

No borough or locality near New York City was ignored by the blizzard, but Staten Island seems to have had much more snow and trouble heaped upon it than other places.

The snow, with the cooperation of a wind estimated, according to the vicinity of the individual, at from thirty to seventy-five miles an hour, drifted in great mounds at every point in the borough where snowbanks were not wanted. Strangely enough, it picked up the municipal trolley system with more vehemence than it displayed against privately owned lines. At least, the municipal trolleys were not running at all yesterday, and the privately owned street cars on some lines were working in a somewhat haphazard and individual fashion.

Two snow sweepers and a plough jumped the track on Sunday while trying to clear the municipal line, and as a result shovel men had to take up the task of removing huge drifts that would discourage a locomotive sweeper. Hope was expressed last night that the line between Concord and St. George, where the ferry to New York is located, would be open this morning. Light and Railroad Company ran, or rather moved, between St. George and Port Washington and between St. George and Port Richmond. The situation elsewhere was running, but not according to time table.

There is no danger of a famine in Staten Island, borough officials declared last night in dismissing rumors which had delighted retail dealers in food. Twenty-five per cent. of the juvenile population of the island were forcibly brought to school by stern parents in the morning, but 75 per cent. escaped to the hills with their sleds.

## CHAMBERLAIN HONOR GUEST.

Senator George E. Chamberlain of Oregon is to be guest of honor at a dinner at 7:30 Tuesday evening, March 1, in the Hotel Astor, in the same room where, in 1918, he made his now famous speech pointing out the lack of any administrative army policy after 32 months of war. The speakers will be Major-General Leonard Wood, Senator James W. Wadsworth, Jr., Julius Kahn, representative from California, and Mrs. Douglas Robinson. Bishop-elect Manning will say grace.

**Hoyt's Service, Inc.**  
**PLANNED ADVERTISING**  
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BOSTON CLEVELAND SPRINGFIELD

## 26,000 LIFT BLOCKADE OF SNOW, WITH MORE COMING

Continued from First Page.

near the gutter with the snow of the sidewalks.

The worst congestion of vehicles occurred in that section of the city between Chambers and Canal streets, between Broadway and the Hudson River. Here New York's tremendous supplies of food are received and stored in big warehouses and commission dealers' stores. This is nineteenth century New York, for not only are the streets narrow but the horse-drawn vehicle prevails and motor trucks are comparatively uncommon. On Sunday and all day yesterday the principal streets of this section—Vanderbilt, Hudson, Greenwich, Washington and West—were being cleaned, but it was not possible to do more than sweep the bulk of the snow aside in the narrower thoroughfares. The result was that there was room for only one line of vehicles in most of those streets.

During the day fires blazed everywhere in this section as commission men strove to melt the snow in front of their stores. Horses fell frequently, and when traffic moved it moved slowly. Delays, however, were matters of minutes, rather than of hours, as in the ice-bound period last year when the city's food supply was threatened.

## More Snow Is Expected.

There is a possibility of more snow to-day, but James H. Scarr, the weather man, said last night that it might rain instead of snow, or, if snow, it would not be much that a light fall. Mr. Scarr summed up the situation since the storm started when Sunday was only ten minutes old as follows:

"Heavy snow fell during Sunday throughout all sections of southern New England, eastern New York, Pennsylvania, eastern Ohio and Maryland. The depth at many sections was more than ten inches. The depression that caused the snow moved from a position off and nearer the southern New Jersey coast Sunday morning to the Newfoundland region, where it was located this morning. Clearing weather last night over the lower lake region, St. Lawrence Valley and North Atlantic coasts was accompanied by a sharp change to colder."

Mr. Scarr said the temperature was due to reach 20 before the sun came up this morning to warm things up again. From morning on, however, the temperature will rise. Whether it will rise sufficiently to change the snow clouds turning this way from the west to rain he was not certain. The Street Cleaning Department admitted that it could use a little rain to help it get rid of the snow, but did not want it if there was a chance of a cold snap later on.

There were several deaths from over-exertion in walking through the snow yesterday in New York and nearby places. These brought the number of deaths from falling directly or indirectly from the snow to twelve. Oswald Stampfer, fifty-five, 320 East 123d street, dropped dead at Seventy-second street and Broadway.

Charles Schneider, fifty-two, waded through snow for half a mile from his home at Emerson, N. J., to the railroad station and succeeded in catching his train, but he died of heart trouble before the train reached the next station.

Frank Mareno, driver of a milk wagon, died of exposure on Metropolitan avenue, near Continental avenue, Queens, yesterday morning. He was pinned beneath his wagon when it overturned in a drift. His horse kicked himself free of the wagon and returned to the stable, but a rescue party came too late to save the driver's life.

## Cost to City Is \$1,000,000.

The mercury dropped to 15 degrees last night, and this turned much of the soft snow to ice. Many persons suffered falls everywhere throughout the day, but few were badly injured. While descending the stairs of the Ninth avenue elevated station at Fifth street yesterday, Julia Long of 300½ West Fifty-first street fell and broke her left arm. She was tended by Dr. Corbett of Roosevelt Hospital.

Besides the total of deaths and injuries and the losses suffered by private concerns through slowness of delivery and other causes, Col. Loe estimated yesterday that the cost of the snowfall to the city would be about \$1,000,000. He announced that he would ask the Board of Estimate on Friday to appropriate that amount in revenue bonds to pay the expenses incurred in fighting the storm. The department already has on hand about \$340,000, which was appropriated but not used during a snowfall which did not come up to expectations earlier in the year.

The Board of Estimate last June voted \$4,127,000 for the purchase of snow fighting equipment. The tractors, trucks, improved plough blades and other instruments for getting rid of snow purchased with this money apparently have been a good investment, for the cost of the snowfall has been computed by statisticians at several million dollars a day.

The equipment for which the appropriation was voted consisted of 307 automobile trucks, 200 tractors, 600 snow ploughs and 200 flushing machines. In addition twenty-three garages and repair shops to take care of this equipment were provided.

Railroad companies reported last night that service was nearly normal. Throughout the previous night electric or steam locomotive flangers and ploughs roved up and down the rails between the infrequent Sunday night trains, fighting the drifts which the high wind piled up in cuts and other exposed points. The result was that passenger traffic was not interrupted to any great extent. Flange and ploughs were not more than an hour late, and some came in almost on time. C. L. Burdo, general manager of the New York, New Haven and Hartford, issued the following statement:

"Freight service was discontinued on all of the lines with the exception of trains to handle perishable freight. Flanges and ploughs were

started early and have been continuously operated, but in spite of this and because of the high winds drifting snow rapidly, several trains were stalled for short periods of time, but all were released with no unreasonable delay. The greatest trouble was encountered at Plymouth and along the south shore of the Cape, where the lines were unprotected from the high winds, which were estimated as averaging fifty miles an hour. At North Truro the snow drifted so that it was up to the cab windows."

Mr. Burdo said that all lines were open save the Chatham and Hyannis branches, which were opened during the day. The commutation service in the New York and Boston terminals was only half an hour late this morning, he said. Later service became practically up to every day schedule.

The New York Central Railroad claimed that its trains had met with only slight delays during the early hours yesterday and that its service became normal during the day. The first two Croton locals, due at Grand Central terminal at 6:55 A. M. and 7:30 A. M., were only twenty minutes late. Two local trains were stalled on the Central lines Sunday night, but passengers were brought to New York on express trains. It was stated.

The Pennsylvania Railroad announced last night that service was being resumed by its employees the road was able to resume practically normal service in and out of the city early yesterday morning.

The only serious inconvenience caused by the snowstorm in this vicinity was experienced on Sunday on the electric lines between Newark and the entrance to the Hudson tunnels. It was announced, "During the height of the storm, with piles of snow on the tracks and sleet on the third rail hampering operations, only two trains were able to get Long Island City back on the map. The New York and Queens County Railway Company announced that its Flushing and Jamaica lines would not be running until this morning."

The cost to the road was more than \$50,000 and many employees did a thirty-six hour trick of duty.

## Long Island Road Hit.

The Long Island Railroad, hardest hit of all the local lines, announced that almost normal service was being furnished to homeward bound commuters.

"Our roads have all been cleaned up," one official said. "Not a train is now stalled. The only possible difficulty may arise from a shortage of men, a natural result of the long run the men put in yesterday when the trains were tied up. The trouble on this score is not great and practically normal service from now on is certain."

In Brooklyn 65 per cent. service on elevated and subway was announced at 2 o'clock in the afternoon, and a percentage jumped rapidly during the remainder of the day. The Sea Beach line was the hardest hit. This suffered because of many drifts in the cuts through which it runs in the outer stretch of its length. Snow ploughs and gangs of men worked on it all night, and the line was opened for service shortly after noon. Trains on both elevated and subway lines moved more slowly than usual, not only because of their own troubles with the snow but because they had to carry also a huge multitude which usually relies on the street cars. All but a few car lines

were running by eight but all were impeded by vehicular traffic.

Brooklyn residents were somewhat irritated by the fact that the streets and avenues about Brooklyn's heart, Borough Hall, were not receiving the attention they deserved. Fear was expressed that the firemen's parade which to-day will traverse the streets in the vicinity of Borough Hall, will be more of a floundering affair than a parade.

"We will have men on the streets all night cleaning away the snow," Deputy Street Cleaning Commissioner Michael Laura said. "The job will be well in hand by to-morrow."

Queens reported good progress by both city and traction company workers in getting things back to normal. There was no session yesterday of either Supreme or County courts in Long Island City owing to the inability of Judges and litigants to reach the county court house, but much was done by sweepers and ploughs during the day to get Long Island City back on the map. The New York and Queens County Railway Company announced that its Flushing and Jamaica lines would not be running until this morning.

ing, but the other important lines were in operation.

Local pride came to the fore in Newark and brought forth the declaration that the city had much more snow than any other place in the East. Prof. William Wiener, principal of the Central High School and local weather prophet, asserted that his instruments showed the fall there amounted to 26½ inches, or more than twice the amount which fell in New York city. Despite this alleged phenomenal fall, the Hudson tube service to Newark was resumed early yesterday morning after a stoppage of less than twelve hours.

To-day, with most of the traffic of New York city halted by the holiday, the street cleaning authorities hope to get most of the north and south and important east and west thoroughfares well clear of snow. Although Broadway, Fifth avenue, and the other important streets are entirely passable, huge piles of snow lie in the middle or on the side of the streets, and the surface of the avenues is still covered by a thin but troublesome layer of ice. Ploughs are unable to touch this, and men with picks and shovels are needed to clean it up.

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We are showing a large range of new designs and color combinations, 36 inches wide.

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**Cotton Fabrics**  
*Novelty Printed Cotton Voiles*  
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**Printed Crepe**  
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Lovely sheer silk and cotton fabric in variety of smart designs on colored grounds: 36 inches wide.

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*Organdy*  
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Permanent in shade, complete range of shades: 45 inches wide.

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And these new Spring Afternoon Gowns for Women, of Taffeta, with panels and cuffs embroidered in contrasting color, are particularly modish and charming—values indeed at

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Navy, with Henna or Copenhagen. Black, with Copenhagen.

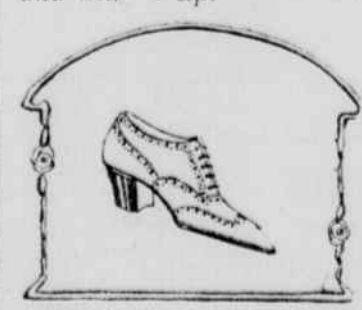
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**Tan Brogue Oxfords**

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**\$7.85 pair**

A value of unusual merit is presented in this smart oxford made of dark tan calfskin, with its broad toe and wine tip.



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Medium height walking heels.

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The full, swinging lines of the model illustrated indicate its ample cut. The wide, notched collar is convertible, the trig little belt is buckled smartly, and it may be had in the natural tan and cinnamon shades.

Other Coats, \$35.00 to \$275.00

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**Smart Spring Suits for Women**  
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The trim, modish tailored Suit that will be the stand-by of your wardrobe all season may be safely chosen from our splendid collection of new Spring models at this moderate price.

**Tricotine Poiret Twill Imported Tweed**

Plain tailored or sports models, all of them of excellent quality materials, man-tailored, hand-finished and silk lined. Pictured here is a typical model in Tricotine, conspicuously distinguished by its elegance of line.

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Important Sale for to-morrow (Wednesday)

at prices that mean a decided saving

**Men's All-linen Handkerchiefs**

Hemstitched . . . per dozen \$3.95, 5.00 & 6.75  
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Tape-bordered . . . . . per dozen 8.90

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Hemstitched . . . per half-dozen \$1.50 & 3.00  
With embroidered corner . . per half-dozen 1.35  
Tape-bordered, embroidered corner, fancy hemstitched or Madeira hand-scalloped (the latter in glove size) per half dozen . . . \$2.25  
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(First Floor)